CENTRAL INTELLIGENCE AGENCY

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COUNTRY Czechoslovakia

REPORT

SUBJECT Czechoslovak Railroads, Highways, Bridges, Hydroelectric Dams and Related Miscellaneous Information

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information on railroads, highways, bridges, hydroelectric dams, and related miscellaneous information.

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ARMY review completed.

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THIS IS UNEVALUATED ADVANCE INFORMATION

[redacted]

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CZECHOSLOVAK RAILROADS, HIGHWAYS, BRIDGES, HYDROELECTRIC DAMS, AND RELATED MISCELLANEOUS INFORMATION (C)

[redacted]

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Summary: This report contains information on Czechoslovak railroads, highways, bridges, hydroelectric dams, and persons associated with their construction and maintenance. The information on the Czechoslovak State Railroad covers train schedules, facilities, rolling stock, accident rate, construction, reconstruction, repairs, and the CHEB-PLZEN line. The information on the highways covers classifications, construction and repair, general conditions, border obstacles, the removal of town identification signs on highways near the West German border, and automobiles and accident rate on highways. The information on hydroelectric dams is very sketchy. The final portion of this report contains biographic data on 15 persons who were affiliated with the railroads and highways in Czechoslovakia.

[redacted]

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CZECHOSLOVAK RAILROADS, HIGHWAYS, BRIDGES, HYDROELECTRIC DAMS AND RELATED MISCELLANEOUS INFORMATION (C)

Table of Contents

25X1

CZECHOSLOVAK RAILROADS, HIGHWAYS, BRIDGES, HYDROELECTRIC DAMS AND RELATED MISCELLANEOUS INFORMATION (C)

Table of Contents (Cont'd)

25X1

CZECHOSLOVAK RAILROADS, HIGHWAYS, BRIDGES, HYDROELECTRIC DAMS AND RELATED MISCELLANEOUS INFORMATION (C)

Introduction

25X1

Listed below are the names and geographic and UTM coordinates of locations used throughout this report. Coordinates are not shown for well-known locations.

LOCATION	GEOGRAPHIC	UTM
BENATKY NAD JIZEROU	N50-17, E14-50	UR-9220
BOR	N49-43, E12-46	UR-3909
BUTOV	N49-46, E13-04	UR-6014
ČESKÉ TREBOVA	N49-54, E16-27	XR-0429
CHEB	N50-04, E12-21	UR-1150
DĚČÍN	N50-46, E14-12	VS-4425
DOLANY	N49-47, E13-08	UR-6617
HRACHOLUSKY	N49-47, E13-09	UR-6716
KLATOVY	N49-24, E13-17	UQ-7673
KOZOLUPY	N49-46, E13-15	UR-7414
KŘIMICE	N49-45, E13-18	UR-7813
LOMNIČKA	N49-49, E13-01	UR-5720
NOVY DVŮR	N49-48, E13-06	UR-6217
PLEŠNICE	N49-46, E13-11	UR-6815
PODBOŘANY	N50-14, E13-25	UR-8665
ROKYČANY	N49-45, E13-35	UR-9811
ROZVADOV	N49-40, E12-33	UR-2305
SOKOLOV (FAULKNOV)	N50-11, E12-38	UR-3161
STŘÍBRO	N49-45, E13-00	UR-5613
VRANOV	N49-46, E13-03	UR-5914
ŽATEC	N50-20, E13-33	UR-9676
ŽELEZNÁ RUDA	N49-08, E13-14	UQ-7144

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A. RAILROADS

1. Czechoslovak State Railroads (Československé státní dráhy - ČSD)

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There was a regional railroad administrative office (sprava drahy) directly subordinate to the ČSD in each of the 19 regions of Czechoslovakia. Subordinate to each regional office were an unknown number of district offices called "distances" (železniční tratova distance), and subordinate to each "distance" office were the individual railroad stations (železniční zástavka). "Distance" was a slang word

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a. Regional Railroad Administrative Office, PLZEŇ

(1) General Information

The regional railroad administrative office in PLZEŇ was at an unknown location on Lucemburska ulice in a very old, dirty-yellow stuccoed building. It was headed by SMOLIK, (fnu)[2].

(2) Bookkeeping and Accounting Section

The Bookkeeping and Accounting Section for this regional office was near the railroad station in STŘÍBRO in a 2-story, very shabby, old brick and stucco building with a conical roof (see Annex B, Item 9 for approximate location). Employees were told that these offices were away from the central office in PLZEŇ for security reasons. This section had about 200 employees, the majority of whom lived in PLZEŇ. About 70 percent of the employees were women.

(3) Medical Section

Three physicians were employed by the regional railroad administrative office in PLZEŇ. They each had an office at a different location, all of which were unknown [redacted] They had no private practice. They were responsible for giving periodic examinations and treatment to the employees of the units subordinate to this regional office. Their duties carried them to outlying districts. Their names were Dr Jarmila JANKOVA, Dr Vladimir BOBEK, and Dr MAJER, (fnu).

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b. Personnel of the ČSD

(1) Reduction in Force in 1958

In 1958 about 40 percent of all the ČSD white collar workers in the Plzeň area were dismissed. This reduction was made because of a shortage of operating funds. It resulted in work shifts as long as 36 hours for those who retained their jobs.

(2) Repair Personnel

Since there was a great shortage of qualified repair workers, ČSD employees in this category had to work shifts as long as 20 hours. Their wage rate was higher than that for similar personnel in less important industries. The average monthly wage for a common laborer on a railroad repair crew was approximately 3000 koruny, which was about twice that of a common laborer in other industries.

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c. Uniforms Worn by CSD Personnel

Dark-blue uniforms were worn by conductors, brakemen, engineers, and railroad station personnel; they were therefore called the "Blue Army." They wore shoulderboards which indicated rank [redacted] 25X1
[redacted] The coat was a blouse type with four pockets and the trousers were plain with cuffs and no piping. Women were employed as ticket collectors on passenger trains. The only difference noted [redacted] in their uniform was that they wore a beret-type hat (see Annex C for [redacted] sketch of the uniform). 25X1

d. Railroad University

In 1952 or 1953, the Railroad University (Vysoká železniční škola) was established in PRAGUE on Sokolovská Třída to teach railroad traffic control and railroad construction engineering. The requirements for entry to this university were either a suitable political background and a high school education or a recommendation by the Communist Party. [redacted] 25X1
[redacted] A friend of his, Jiri MARIK, was a teacher there.

2. Train Schedules

25X1

Generally trains did not run on schedule because of the traffic overload, the poor grade of coal used in steam locomotives, and the lack of qualified operating personnel. Almost all the trains [redacted] traveled on were at least an hour late reaching their destination. The passenger train from KOLÍN to ČESKÉ TŘEBOVÁ was always 1 to 1½ hours late because of heavy traffic and accidents. [redacted] only one line [redacted] kept to schedule: the PLZEŇ-DEČÍN line. Diesel locomotives were used exclusively on it. 25X1 25X1 25X1

Some improvement was noticed after 1958, when the new Minister of Transportation (name unrecalled) instituted a bonus plan for train crews who maintained their schedules within certain limits. This bonus amounted to as much as 20 percent of 1 month's wages. A bonus was also given to crews who were able to haul a certain number of cars; however, this policy tended to slow up traffic because the overloading caused breakdowns.

3. Rolling Stock

Approximately 75 percent of all railroad passenger cars in use in Czechoslovakia were built before World War II. The new cars were limited to international and special trains. [redacted] 25X1

4. Accident Rate

The railroad accident rate was very high until a new dispatching system was initiated in late 1958 which lowered the accident rate 40 percent. [redacted] 25X1

Almost all accidents were caused by the absence of warning signals and crossing gates at highway crossings. The other major causes of accidents were mix-ups in dispatching and overloading of trains.

5. Construction and Reconstruction

a. New Railroad Construction

The only new construction known [redacted] was on the CHEB-PLZEŇ line (see paragraph A.7.). 25X1

25X1

b. Reconstruction of Railroad Passenger Stations

Several railroad passenger stations had been built since World War II, 25X1

(1) Railroad Passenger Station at PARDUBICE

The railroad passenger station at PARDUBICE was completed in 1959. It was the most modern railroad passenger station in Czechoslovakia.

(2) Railroad Passenger Station at KLATOVY

The railroad passenger station at KLATOVY was completed in April 1959. 25X1

(3) South Railroad Passenger Station at PRAGUE

In 1951 the south railroad passenger station in PRAGUE (Smichovské nadraží-PRAHA) was enlarged, and was completed in 1959. Future plans included enlarging this station even more in order to take care of the excess traffic from the overcrowded central station in PRAGUE. This would make it PRAGUE's largest passenger station. 25X1

6. Repairs

all railroad passenger lines were in good repair 25X1
and the repair personnel were well qualified. He had no further information.

7. CHEB-PLZEŇ Line

a. Description and Construction Details

A double-tracked line between CHEB and PLZEŇ was to be completed between 1963 and 1965. As of June 1959 there was a single-tracked European standard gauge line, approximately 105 km long. Construction was started on the Plzeň end of this line in 1957 and in June 1959 the rough cutting and leveling work was 70 percent completed in the area indicated as Item 1 in Annex D; the completion of this part of the project was expected by 1960.

The building of this line was being handled by the Highway and Railway Construction Commission (Stavby silnic a železnic), the headquarters of which was in PRAGUE. It had a branch office in PLZEŇ at an unknown address. This commission, established about 1954, was responsible for building all highways and railroads in Czechoslovakia.

The soil in the area being worked on before June 1959 was very soft, so all work was halted during the rainy season. Trucks (number and type unknown) from the Škoda Works, the ČSD, and the State Automobile Transportation (Československá státní automobilová doprava) were used to haul excess soil away from the construction site. 25X1

The areas extending from about 5 km east and about 10 km west of STŘÍBRO presented a great problem. There were two cuts, each approximately 15 to 20 m deep through solid rock. Each was only wide enough for a single track (see Annex D, Items 3 and 4). The great difficulty was to make additional cuts wide enough for a second track without disrupting service on the existing line.

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A new bridge (see Annex D, Item 2) was constructed in 1959 on the existing line where State Road 5 and this railroad line intersected (see paragraph C., BRIDGES, and Annex E for detailed description of this bridge).

b. Traffic

This route was used extensively by passenger and freight trains from East Germany en route to and Hungary that wished to bypass 25X1
This heavy traffic was the main reason for the planned double-track construction and subsequent electrification of this line. 25X1

About 80 to 90 trains per day traveled over this line. Of these, 20 were passenger trains, 20 were coal trains, and 40 to 50 were freight trains. The 20 coal trains averaged 50 cars each and hauled brown coal from the coal mines at SOKOLOV to PLZEŇ.

c. Accidents

Almost all the accidents on this line were caused by falling rock in the two cut areas shown as Items 3 and 4 in Annex D. Other accidents were caused by dispatching mix-ups and the lack of warning signals and crossing gates at highway crossings. These accidents often delayed trains 1 to 2 hours.

The accident rate was about two accidents per week in summer and one per day in winter. After the initiation of the new dispatching system, the accident rate was about two per week for the entire year.

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d. Railroad Stations En Route

the sector of this line from STŘÍBRO to PLZEŇ, a distance of about 30 km. six railroad stations where passenger trains were side-tracked awaiting line clearance. These were at STŘÍBRO, VRANOV, NOVY DVŮR, PLEŠNICE, KOZOLUPY, and KŘIMICE. For sketch and description of the railroad stations at STŘÍBRO and NOVY DVŮR, see Annexes B and F. 25X1
The railroad stations at VRANOV, PLEŠNICE, and KŘIMICE consisted of two tracks and the one at KOZOLUPY consisted of three tracks 25X1

B. HIGHWAYS

1. General Information

Generally highways were in poor condition in Czechoslovakia. This was due mostly to lack of funds and labor. Funds for construction were being used for new hydroelectric dams rather than for highways.

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25X1

25X1

3. Construction

no new road construction in Czechoslovakia. road construction battalions were being formed to build and repair highways and roads, but they were not to be used until funds were available. 25X1

4. Repairs

The repair work was of poor quality because of the material used, a synthetic asphalt tar (dehet). It was a soft black substance that broke down under heat or heavy traffic and became very slippery and formed an oily surface when wet.

Qualified personnel for repair work were not available; the average age of those employed for this work was about 60. 25X1

5. Road Conditions

Highways and roads in Czechoslovakia were generally narrow and winding, which resulted in many accidents. The average width of highways was 6 to 7 m.

In recent years the condition of the highways became much worse. This was the result of increased traffic. (See Annex G for additional information on road conditions).

a. Highway CHEB-PLZEŇ

The macadam-surfaced highway from CHEB to PLZEŇ was in very bad condition in some places. There were many holes, measuring about 1 m across and 10 cm deep, which had been repaired with synthetic asphalt tar (paragraph B.4.), but this material had broken down and been thrown out by passing vehicles. 25X1

b. Highway PODBOŘANY-ŽATEC

This was a rebuilt highway identified as State Road 137.

c. Highway PLZEŇ-KLATOVY

A 5-km section of this highway was rebuilt and completed in spring 1959. This work began at the outer city limits of KLATOVY and extended approximately 5 km north toward PLZEŇ.

d. Highway PLZEŇ-ROKYČANY

A 5-km section of this highway, extending about 2.5 km on either side of ROKYČANY, was rebuilt and completed in spring 1959.

6. Highways Near the German Border 25X1

a. Border Obstacles

obstacles while traveling in the Czechoslovak- German border areas. were on the roads from BOR to ROZVADOV and from KLATOVY to ŽELEZNA RUDA. such obstacles, of wood or iron, were on all other roads leading to Germany. 25X1

(1) Wooden Obstacles

Wooden obstacles were pilings driven through the road surfaces. An opening, about 3 m wide, was left in the barrier in order to permit passage of a vehicle. The construction was such as to permit quick and easy closing of this passage in the event of an invasion. These obstacles were about 1.2 m high and of unknown width, with the length governed by features of the terrain.

(2) Iron Obstacles

The iron barriers were of heavy bars 10 cm in diameter; [redacted] 25X1
[redacted] not know whether they were tubular or solid. The barrier was about 1.2 25X1
m high and 1.2 m wide, with the length being governed by the features of the terrain. These barriers could be pulled across a road to block it and the passable terrain on each side. [redacted] 25X1

b. Removal of Town Identification Signs

All signs identifying the towns and villages in the [redacted] German border 25X1
area had been removed. [redacted] the purpose of this move was to 25X1
confuse any Western agents who might get into the area. He could give no further information on this subject. See Item 2, Annex G, for general area where these signs had been removed.

7. Automobiles and Accident Rate on Highways

Automobile accidents in Czechoslovakia were very numerous. This was due to the increased traffic, the inexperience of drivers, and the bad conditions in general of roads and highways.

a. Automobile Production

Since approximately 1955, 30,000 to 40,000 cars per year have been produced in Czechoslovakia. Of these, about 90 percent were small cars produced by the Skoda Works and 10 percent larger cars (by European standards) produced by Tatra. Of the total, about 50 percent were exported. Some automobiles were also imported from the USSR and Western countries.

b. Purchasing of Automobiles

A special permit was required to purchase an automobile. The application had to be approved by an office of the Revolutionary Trade-Union Movement. This office in PLZEN was in a building called Krajská Odborová Rada Plzeň. It was formerly called Peklo, or Dům Odboru.

In order to purchase an automobile, a person also had to have a certificate from a bank stating that he had 20,000 koruny on deposit, a recommendation from his employer that he needed an automobile, a political recommendation from the person's own trade union committee, and a personal statement why he wanted to purchase an automobile.

After the application was accepted by the regional committee, it took from 12 to 18 months before actual approval was given and the purchase could be made. About 1 year of this time was taken up by the regional committee's investigation of the applicant. The cost of an automobile prohibited the average person from owning one.

The name of the only agency authorized to sell automobiles in Czechoslovakia was Mototechna.

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C. BRIDGES

1. Railroad Bridges

A new, concrete arch-type railroad bridge was built on the CHEB-PLZEŇ railroad line overpassing State Road 5. It accommodated only one track. Work on this bridge started in 1957 and was completed in 1959 (see Annex E for sketch of this bridge and Item 2, Annex D, for its pinpoint location).

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Another bridge was to be built next to the existing bridge so that two tracks could be accommodated. Work was to start on this bridge in 1960.

2. Highway Bridges

two wooden highway bridges were built by engineers of the US Army in 1945. They were still in use as of June 1959, but were in need of repair or replacement (see Annexes H and I for pinpoint locations).

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3. Demolition Chambers

demolition chambers made in some bridges. This work was started in August 1958 during the Lebanon crisis and was being done by engineer troops of the Czechoslovak Army. troops preparing demolition chambers.

all highways and railroad bridges were being prepared with demolition chambers, but as of June 1959 the work was not completed.

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D. HYDROELECTRIC DAMS

There were about five hydroelectric dams being built or planned in Czechoslovakia as of June 1959. a new hydroelectric dam on the Mže River was to be started in 1960. The official name of this dam was Přehrada Hracholusky, which was the name of a small nearby village. The evacuation of persons living in DOLANY and BUTOV was started in 1958 (for pinpoint locations of these towns and the construction site, see Annex J). The building of workshops and tool sheds began in 1959. Cost estimates for this project were not yet completed as of spring 1959. This dam was to furnish electric power to the Plzeň area in order to cut down on the amount of coal used by industry and to electrify and aid in relieving traffic on the CHEB-PLZEŇ railroad line.

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E. PERSONALITIES

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NAME: BENISEK, (fnu)

RANK OR TITLE: NA

ARM: NA

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25X1

25X1

NAME: BOBEK, Vladimir

RANK OR TITLE: Medical doctor

ARM: NA

25X1

25X1

25X1

NAME: BUSEK, Josef

RANK OR TITLE: NA

ARM: NA

25X1

25X1

NAME: JANKOVA, Jarmila

RANK OR TITLE: Medical doctor ARM: NA

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NAME: LOKAJICEK, (fnu)

RANK OR TITLE: NA

ARM: NA

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NAME: MAJER, (fnu)

RANK OR TITLE: Medical doctor

ARM: NA

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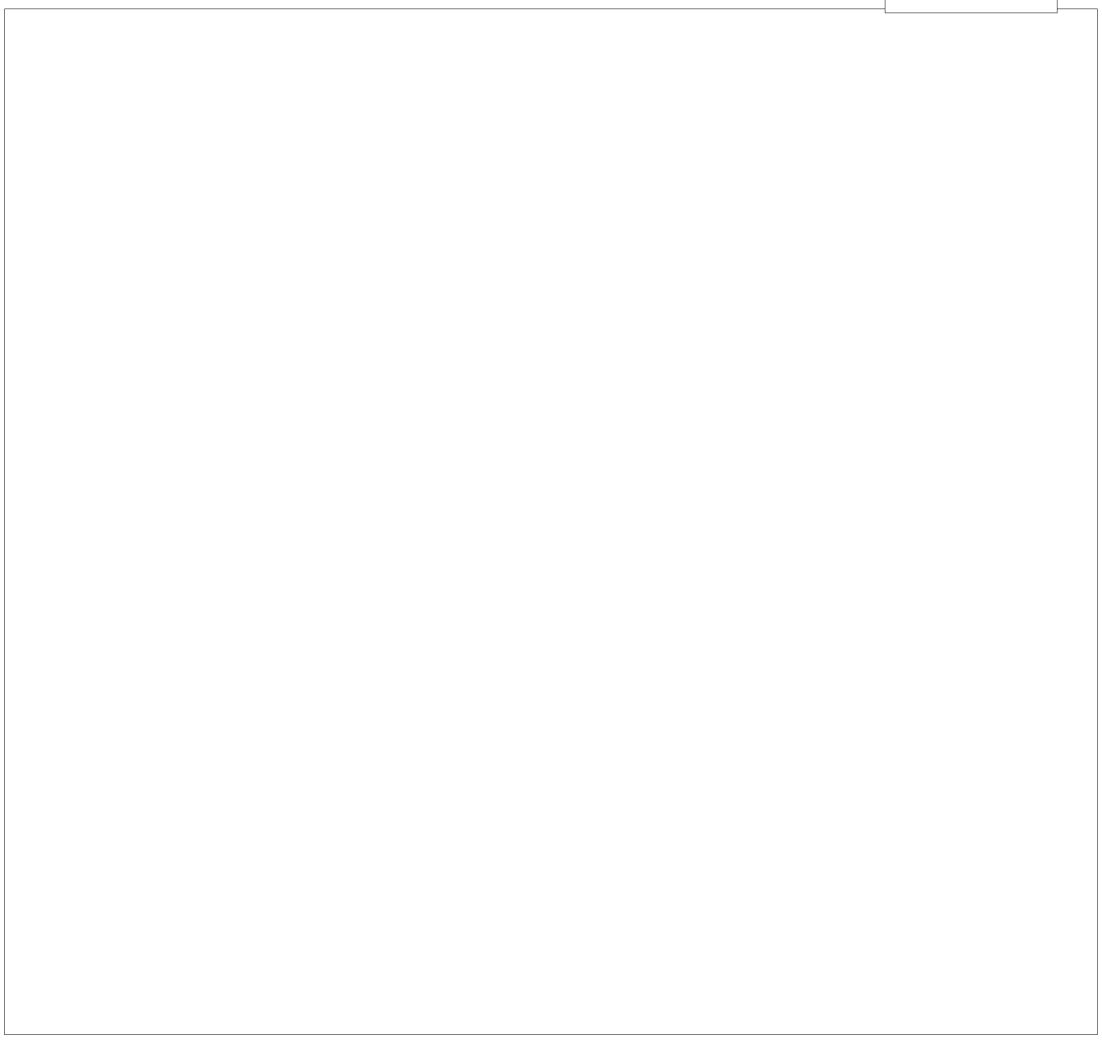
NAME: MARIK, (first name probably Jiri) RANK OR TITLE: NA ARM: NA



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NAME: NETRVAL, (fnu) RANK OR TITLE: NA ARM: NA

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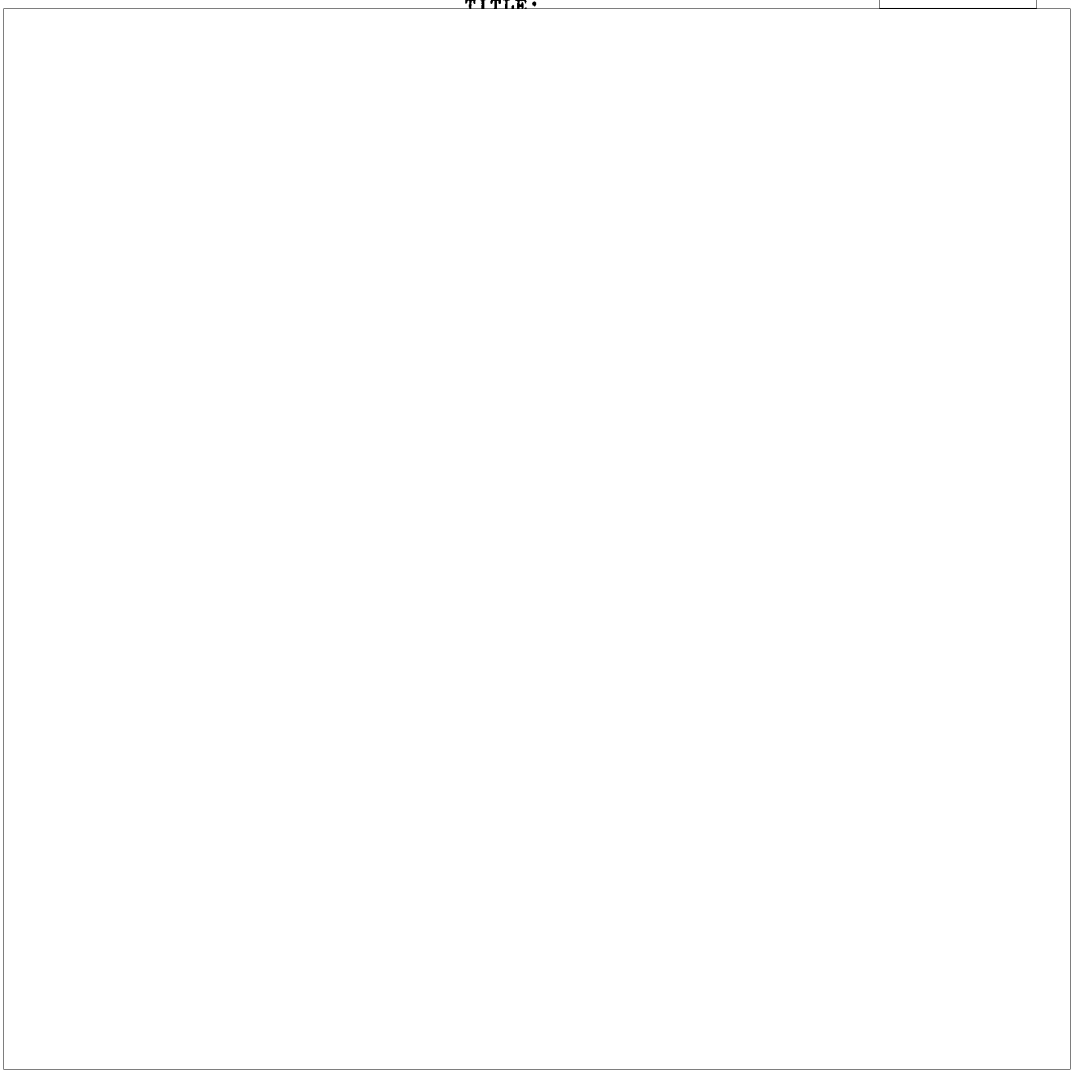
NAME: PEPRNY, (fnu) RANK OR TITLE: NA ARM: NA



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NAME: PIVONKA, (fnu)

RANK OR TITLE: NA

ARM: NA

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NAME: ROSIG, Vaclav RANK OR TITLE: NA ARM: NA

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NAME: SCHINDLER, Alexander RANK OR TITLE: NA ARM: NA

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[redacted] 25X1

NAME: SMOLIK, (fnu)

RANK OR TITLE: Equal to a general

ARM: NA

[redacted] 25X1

[redacted] 25X1

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NAME: ULC, Gustav

RANK OR TITLE: Equivalent to a major or lieutenant colonel ARM: NA

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NAME: VANOUREK, (fnu) RANK OR TITLE: NA ARM: NA

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Annex A

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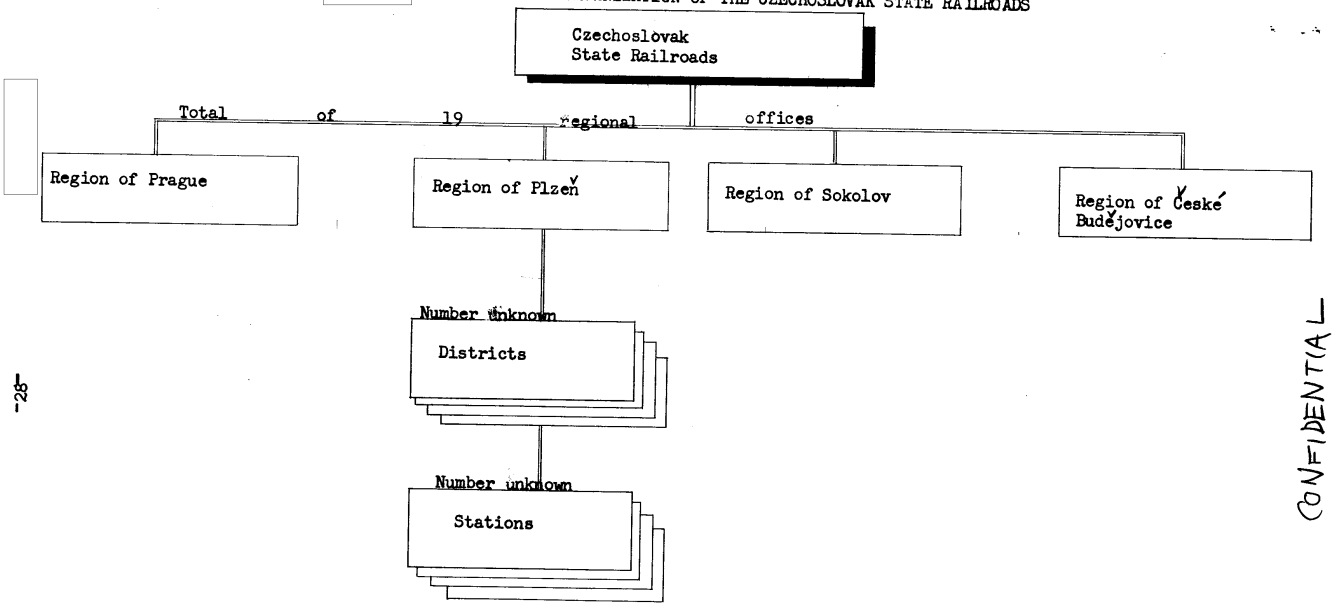
CONCEPT OF THE ORGANIZATION OF THE CZECHOSLOVAK STATE RAILROADS



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-28-

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Annex B

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SKETCH OF THE RAILROAD PASSENGER STATION, STŘÍBRO, CZECHOSLOVAKIA

(Not Drawn to Scale)

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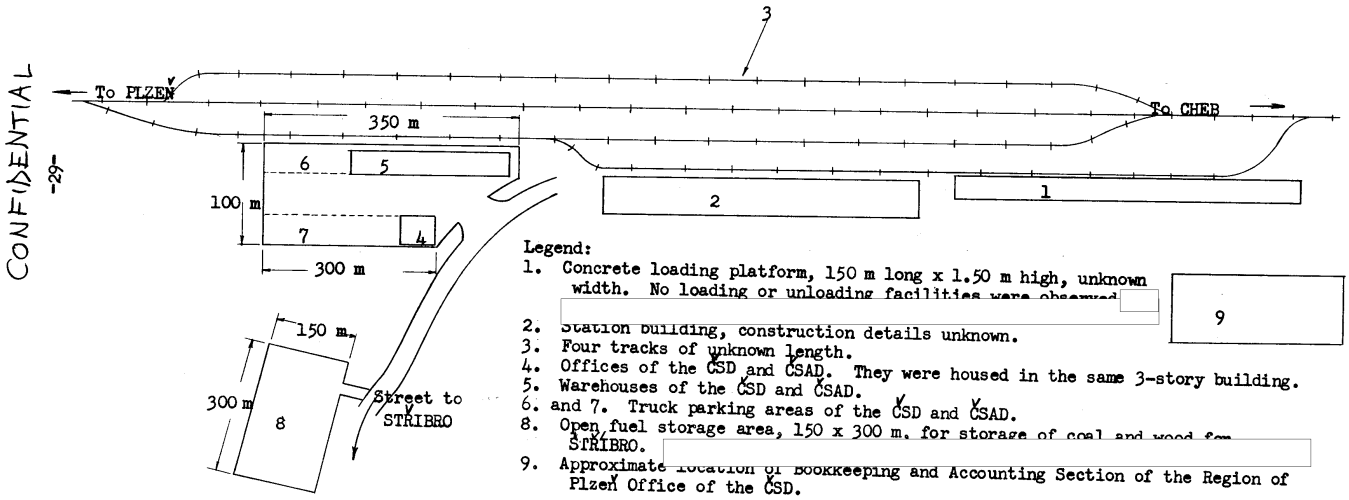

Legend:

1. Concrete loading platform, 150 m long x 1.50 m high, unknown width. No loading or unloading facilities were observed
2. Station building, construction details unknown.
3. Four tracks of unknown length.
4. Offices of the ČSD and ČSAD. They were housed in the same 3-story building.
5. Warehouses of the ČSD and ČSAD.
6. and 7. Truck parking areas of the ČSD and ČSAD.
8. Open fuel storage area, 150 x 300 m. for storage of coal and wood for STŘÍBRO.
9. Approximate location of Bookkeeping and Accounting Section of the Region of Plzeň Office of the ČSD.

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Note:

There were also areas where trucks could back up to a railroad car to load or unload grain directly. These areas are not shown

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-29-

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Annex C

SKETCHES OF UNIFORM AND INSIGNIA OF CZECHOSLOVAK RAILWAYS BRANCH

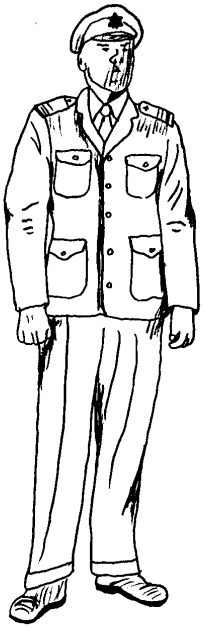

Figure 1

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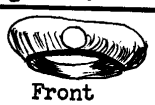
Side view of hat as shown in Figure 1.



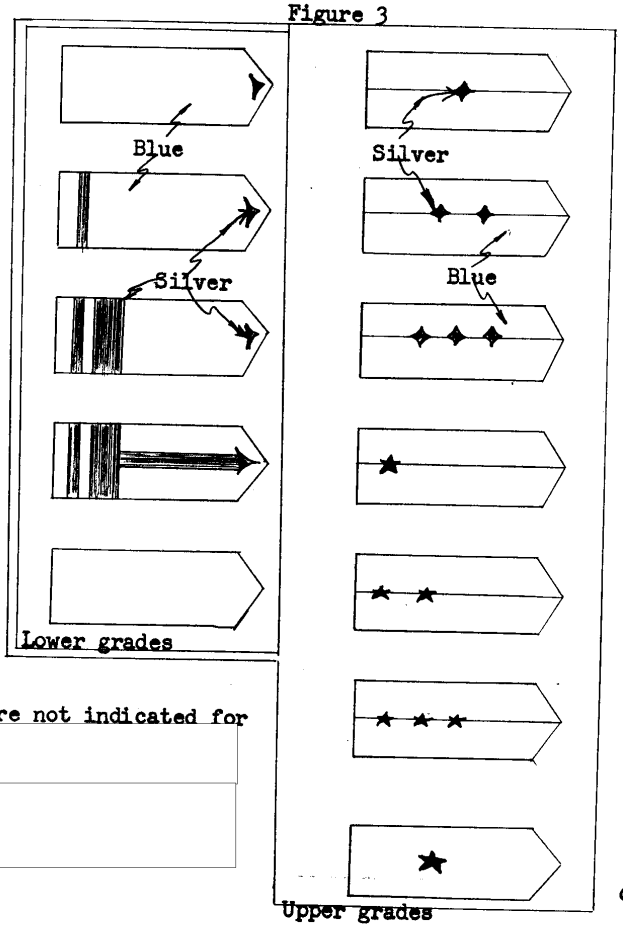
Front

Side

Beret-type hat worn by female employees

Figure 2

Figure 3



Note:
Specific grades are not indicated for Figure 3

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Annex D

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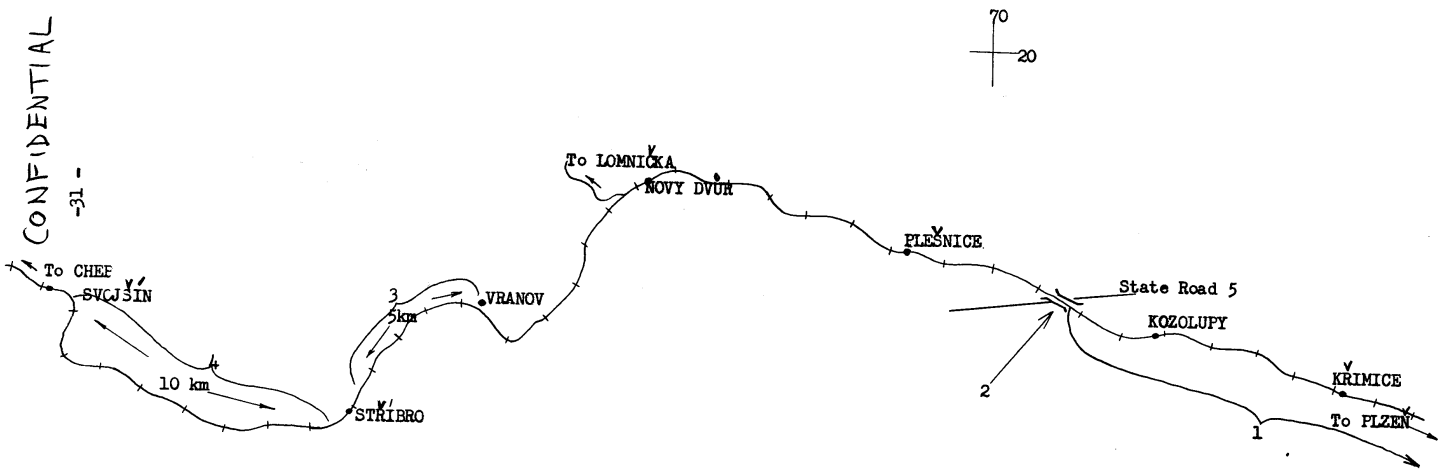
PINPOINT LOCATION OF A PORTION OF THE CHEB-PLZEŇ RAILROAD LINE, CZECHOSLOVAKIA

Legend:
1. That area of the CHEB-PLZEŇ railroad line in which 70 percent of the rough cutting and leveling work was completed.
2. New bridge.
3. and 4. Area where there were two cuts, each wide enough for a single railroad track to pass through.



Map Ref:
GERMANY, 1:100,000

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Annex E

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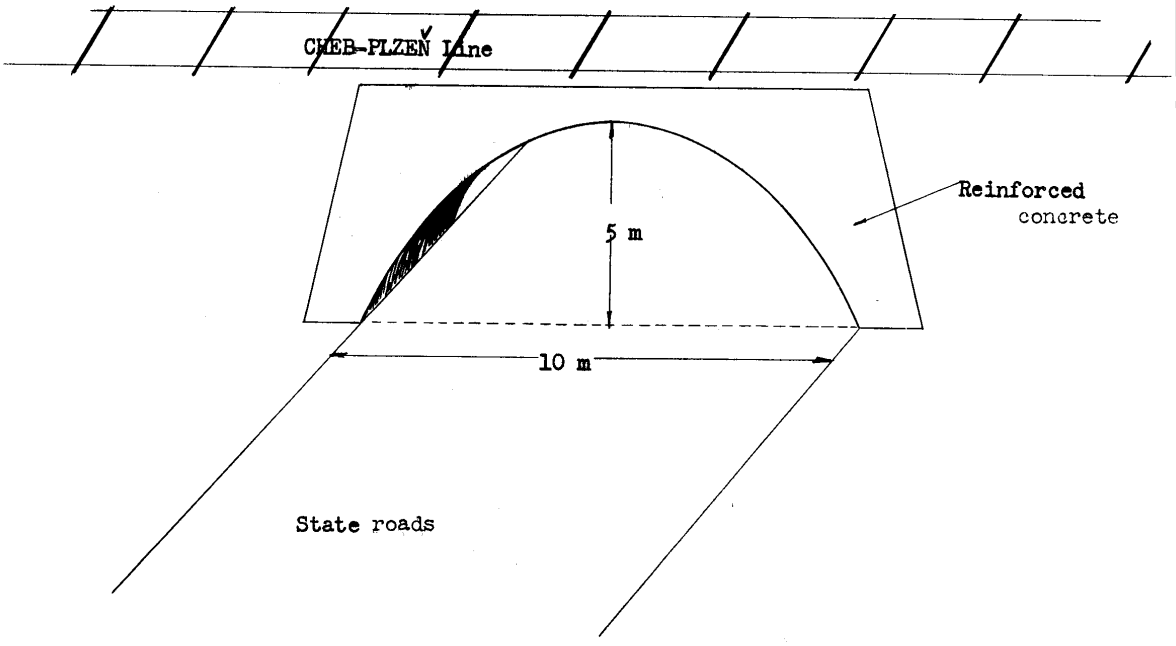
SKETCH OF NEW RAILROAD BRIDGE ON CHEB-PLZEŇ LINE, CZECHOSLOVAKIA

(Not Drawn to Scale)



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Annex F

[redacted] SKETCH OF RAILROAD PASSENGER STATION, NOVY DVŮR, CZECHOSLOVAKIA
(Not Drawn to Scale)

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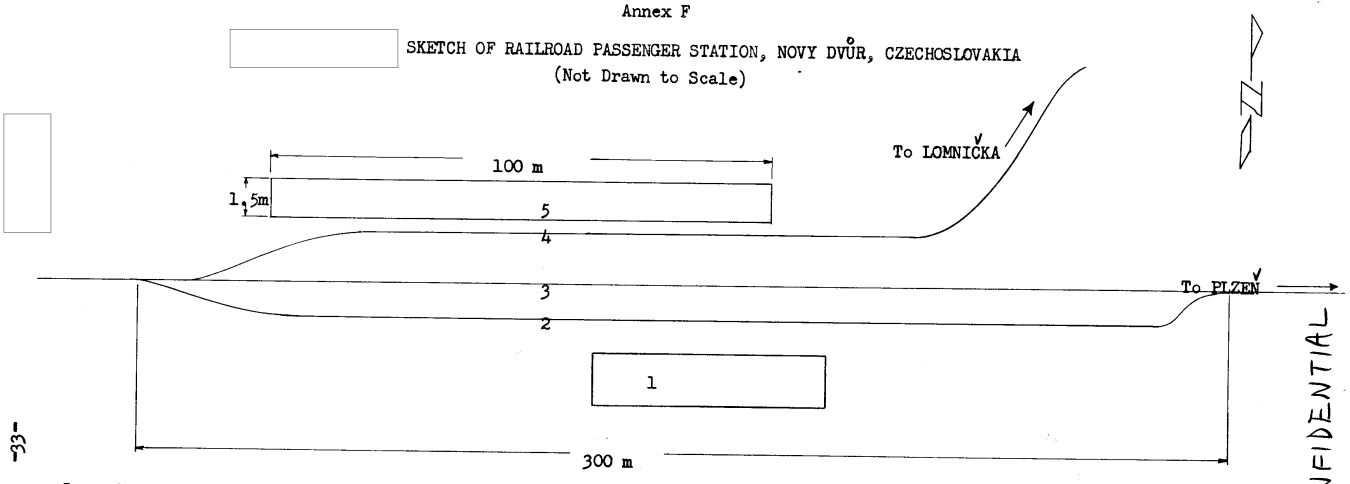

Legend:
1. Station building of unknown size.
2. & 3. Tracks on the CHEB-PLZEŇ line.
4. Track from LOMNIČKA.
5. Loading platform of reinforced concrete, 100 x 1.5 m. It was used to facilitate loading small logs on to flat cars. Loading was by hand, since loading and unloading facilities were not available.

Note:
Railroad line 17 from LOMNIČKA came into this station to join the main CHEB-PLZEŇ line.

[redacted]

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-33-

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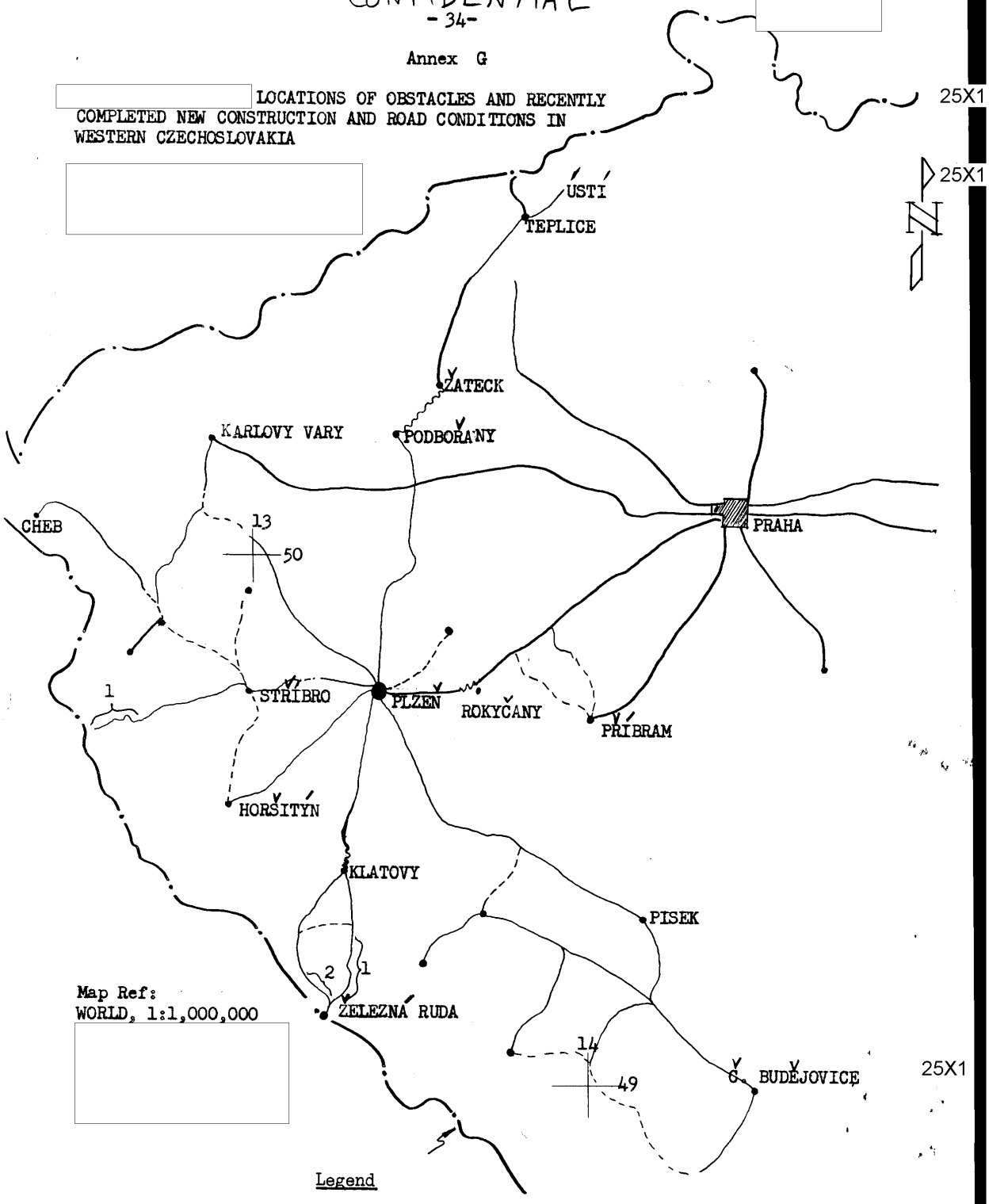
Annex G

[redacted] LOCATIONS OF OBSTACLES AND RECENTLY COMPLETED NEW CONSTRUCTION AND ROAD CONDITIONS IN WESTERN CZECHOSLOVAKIA

[redacted]

25X1



Map Ref:
WORLD, 1:1,000,000

[redacted]

25X1

Legend

——. ——. Border
——— Good road
——— Average road
~~~~~ Reconstructed new road
- - - - - - - - Very bad road

1. General area in which obstacles were observed.
2. General area noticed [redacted] where town identification signs had been removed.

25X1

CONFIDENTIAL
~~~~~

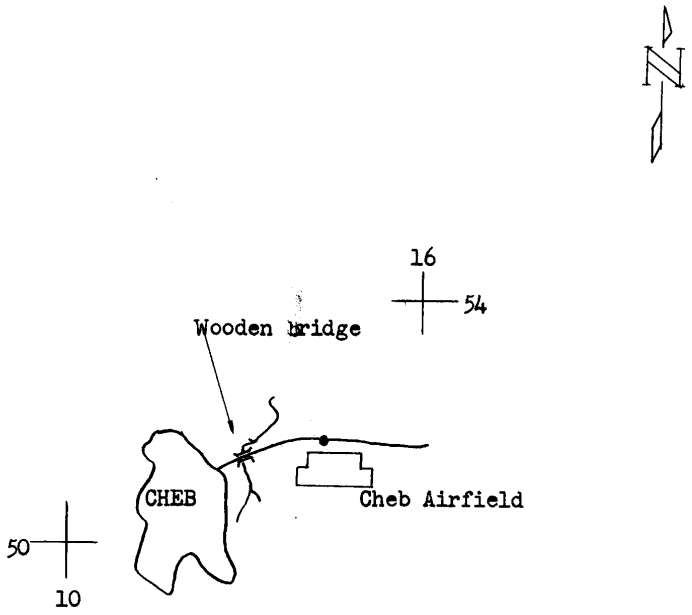
25X1

CONFIDENTIAL

25X1

Annex H

LOCATION OF WOODEN BRIDGE NEAR CHEB, CZECHOSLOVAKIA 25X1



Map Ref:
GERMANY, 1:100,000

25X1

25X1

CONFIDENTIAL

25X1

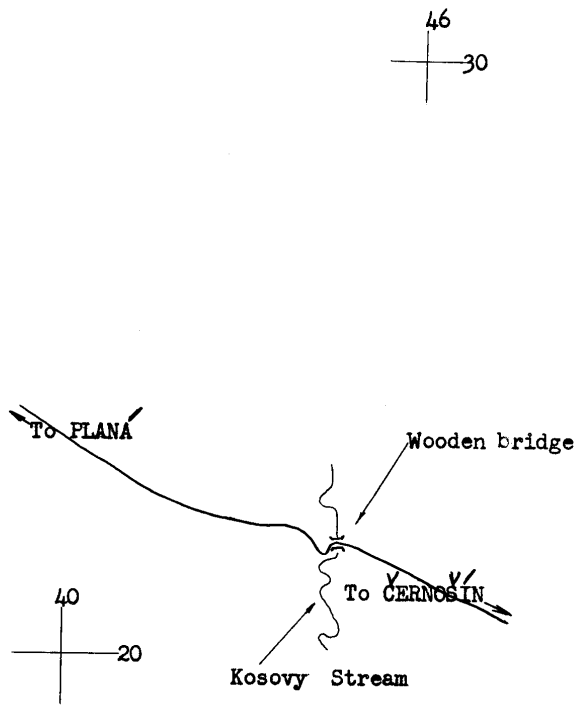
CONFIDENTIAL

25X1

Annex I

25X1

LOCATION OF WOODEN BRIDGE NEAR PLANÁ, CZECHOSLOVAKIA



Map Ref:
GERMANY, 1:100,000

25X1

25X1

CONFIDENTIAL

25X1

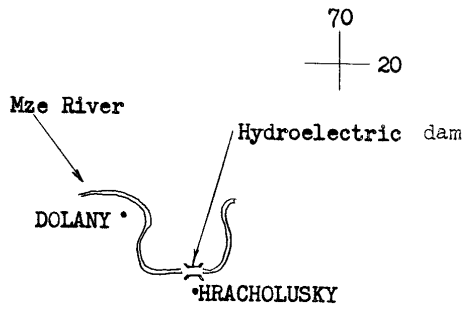
CONFIDENTIAL

25X1

Annex J

25X1

APPROXIMATE LOCATION OF HYDROELECTRIC DAM NEAR HRACHOLUSKY ON THE MZE RIVER IN CZECHOSLOVAKIA



Map Ref:
GERMANY, 1:100,000

25X1

25X1

CONFIDENTIAL